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U. S. DEPARTMENT
OF THE INTERIOR
Office of Territories

Increased interest in Alaska has prompted the publication of this pamphlet, which contains brief answers to questions most frequently asked about the Territory. Complete information can be obtained from sources named in the text of the pamphlet.

Persons who expect to visit Alaska are urged to acquaint themselves with general conditions, industries and housing there before setting out on a trip either as a tourist or a prospective settler.

For additional information on the subjects covered, where other sources have not been indicated, or for data on subjects not included, inquiries may be addressed to the Office of Territories, United States Department of the Interior, Washington 25, D. C.





THE traditional desire of Americans to settle in new territory after a war, has resulted in a growing interest in Alaska, the Nation's last remaining frontier. Its resources, settlement and job opportunities and scenic attractions are receiving wide attention.

Many residents of the States are making preparations to visit the Territory, either as tourists or with intentions of establishing homes and businesses there. Complete and factual data on conditions and prospects in Alaska should be obtained and studied carefully by those intending to go to the Territory. Ideas of Alaska's potentialities have been colored frequently, in the past, by glowing tales of fortunes in gold wrested from the claims of prospectors and of huge profits in the fishing and fur industries.

Such stories undoubtedly have attracted many persons from the States in former years and will always attract the venturesome. People returning from Alaska, are disproving the mistaken but widespread belief that the Territory is a land of incessant snow, swept throughout the year by icy winds.

DISTANCES GREAT

Distances in the Territory are greater than many travelers anticipate. Alaska is about 586,400 square miles in area or one-fifth the size of the United States, and the distance from Ketchikan, in southeastern Alaska, to Attu, westernmost of the Aleutian Islands, is greater than that from New York to San Francisco. From Ketchikan to Point

Barrow the distance approximates that from Seattle to the Mexican border. The Aleutians extend westward from the Alaskan mainland to a point within 675 miles of the Kurile Islands.

Transportation problems in the Territory always have been great, but growing air services are doing much to overcome that handicap. Railway facilities are extremely limited and are not connected with trunk lines in Canada and the United States. The principal railroad, the Alaska Railroad, is owned and operated by the United States Government. Goods and passengers are transported to Alaska by ocean steamer from the States, although airplanes today are carrying a larger portion of the passenger traffic.

Much additional accurate and detailed information on Alaska can be obtained from public libraries, Government agencies and civic organizations mentioned in the following pages. General maps of Alaska as well as more detailed maps of certain Alaska areas may be purchased from the Geological Survey, United States Department of the Interior, Washington 25, D. C. The Department of the Interior has no maps available for free distribution.

HISTORY AND GOVERNMENT

American administration of the Territory dates from March 30, 1867, when the Treaty of Purchase was signed at Washington and the United States acquired from Russia the area known as Alaska (probably a corruption of the Aleut name for part of the Alaska Peninsula, Alaxsxaq).

For many years the Federal Government took little interest in the development of the Territory, and not until 1884 was a civil government established for Alaska by congressional act.

The discovery of gold in the Klondike in 1896, which brought an influx of settlers, created a need for additional laws. Congress in 1889 and 1900 provided for a code of civil and criminal law, and in 1903 passed a homestead act. An act in 1906 empowered Alaska to elect a Delegate to Congress.

The Organic Act of Alaska, promulgated August 24, 1912 (37 Stat. 512, 48 U. S. C. Section 21 et

seq.), specifically extends the Constitution and laws of the United States to the Territory.

It established a Legislature of two houses elected every two years by popular vote. The Legislature meets biennially in odd years at Juneau, the capital. It consists of 24 members in the House and 16 in the Senate. The Governor is appointed by the President and confirmed by the Senate and holds office for a term of four years. The Delegate to Congress, who has a seat in the House of Representatives and membership on certain of its committees, but no vote, is elected every two years. Justice is administered by a Federal District Court having four divisions with judges sitting at Juneau, Nome, Anchorage, and Fairbanks. These courts, together with the United States Commissioners and Marshals, enforce both Federal and Territorial laws. There are also municipal courts in incorporated towns.

The Territory derives revenue from a general income tax, a general property tax, and a variety of excise and business privilege taxes. Residents of Alaska are subject to the Federal income tax.

CLIMATE

Three-fourths of Alaska is in the North Temperate Zone, the remainder being north of the Arctic Circle.

Due to its size and geographic location, and because the climate of the entire southern coast line is tempered by warm ocean currents, variations in climatic conditions between different parts of the Territory are extreme. In southeastern Alaska, for instance, there is no great variation between summer and winter temperatures, and near sea level the yearly average is mild and decidedly equable. There precipitation is heavy, in some sections exceeding that of any locality in the States.

In general, precipitation decreases rapidly as one goes inland. In the interior of Alaska the seasonal temperature variation is much more pronounced and precipitation is relatively light. The growing season ranges from an average of 160 days along the southeastern coast and 140 days on the central

Pacific coast down to from 90 to 80 days in the central Tanana and upper Yukon Valleys. The unusual length of the summer day compensates to a considerable extent for the shortness of the growing season in these northern localities.

The southern coastal sections seldom experience zero weather in winter, whereas in the interior the temperature may fall as low as 70° below zero for short periods in winter and rise to more than 90° above in summer. Only the Arctic coast can be considered as approximating the frozen waste of romantic fiction.

Temperature variations in 17 of the principal Alaska towns, for the periods in which records have been kept (in Fahrenheit degrees), are as follows:

	January average	June average	Record maximum	Record minimum
Anchorage.....	11.2	57	92	—36
Cordova.....	27.2	54.8	87	—19
Craig.....	35.8	55.6	80	8
Douglas.....	27.5	56.6	89	—15
Fairbanks.....	—11.6	60	99	—66
Haines.....	22.9	57.6	90	—15
Juneau.....	27.5	56.6	89	—15
Ketchikan.....	32.6	57.5	96	—8
Kodiak.....	29.8	54.3	85	—12
Nome.....	3.4	49.8	84	—47
Petersburg.....	28.5	55.2	81	—5
Seldovia.....	23.1	54.6	79	—17
Seward.....	22.4	55.3	82	—20
Sitka.....	32.4	54.9	87	—5
Skagway.....	21.1	57.7	92	—19
Valdez.....	19.1	53.3	83	—24
Wrangell.....	29	58.2	92	—6

COMMERCE

The total commerce between the United States and Alaska since 1867 has been estimated to exceed \$4,000,000,000.



Main Street, Fairbanks—looking west

The fishing industry is the first in importance; the yearly value of fishery products has averaged 90 to 115 million dollars in recent years. The next industry in importance, that of mining, has produced minerals valued at approximately \$900,000,000 or over 125 times the purchase price of the Territory. Although gold has led all other minerals in total value, silver, copper, lead, platinum, coal and other types of minerals are also mined.

Fur derived from trapping of wild animals and from fur animals bred in captivity forms the third largest source of income in the Territory.

The Division of Foreign Trade Statistics, Department of Commerce, publishes statistics on Alaskan commerce.

POPULATION

Preliminary returns of the 1950 census indicate that the population of the Territory of Alaska on April 1, 1950, was 126,661, representing an increase of 74.6 percent over the 1940 census total of 72,524. The rate of increase is higher than that of any of the States or other territorial areas in the United States.

Following is a list of the principal towns in Alaska with the 1950 preliminary census figures

and the official 1940 census population of each:

	1950 Prelim- inary	1940
Anchorage.....	11, 060	3, 495
Cordova.....	1, 141	938
Craig.....	370	505
Douglas.....	690	522
Fairbanks.....	5, 625	3, 455
Haines.....	336	357
Hoonah.....	558	716
Juneau.....	5, 818	5, 729
Ketchikan.....	5, 202	4, 695
Kodiak.....	1, 635	864
Metlakahla.....	816	674
Nome.....	1, 852	1, 559
Palmer.....	879	150
Petersburg.....	1, 605	1, 323
Seldovia.....	428	410
Seward.....	2, 063	949
Sitka.....	2, 080	1, 987
Skagway.....	761	634
Valdez.....	560	529
Wrangell.....	1, 227	1, 162

For information regarding any particular town, write to the local chamber of commerce.

COST OF LIVING

Because Alaska is largely dependent upon imports of food and manufactured goods, and because of the high cost of transportation, the cost of living in Alaska is higher than in the States. It is higher in Fairbanks and the interior of Alaska than it is in southeastern Alaska, which is nearer to shipping centers in the States. In spite of the high cost of living, high per capita savings deposits and the purchase of Government bonds indicate that opportunity exists for saving money. Government employees usually receive a pay differential of 25 percent over the salary for comparable work in the States. Wage rates for skilled and unskilled labor differ considerably according to locality. In general, they are higher than in the States.

LIVING CONDITIONS

Living conditions and local customs among the people of Alaska are not unlike those in comparable parts of the United States. Many frontier conditions and customs are still in evidence, yet in the cities and some outlying communities are to be found modern conveniences and facilities which are usually found only in much larger communities in the States.

The Territorial school system has the customary grade and high schools, and compares favorably with those of the States. All the larger towns have modern stores, amusements, churches of many denominations, schools, hotels, newspapers, banks, and medical facilities. Just as in the States, housing facilities in the Territory are being seriously taxed by the war-increased population.

For definite information regarding any particular town in Alaska, write to the local chamber of commerce. All the towns listed under the heading "Population" in this booklet have such commercial organizations.

CLOTHING

The clothes required by those going to Alaska will depend entirely on the part of the Territory to be visited and, of course, the season. South-eastern Alaska requires the same clothes as those worn in New York or Seattle, placing emphasis on rain clothes. In the interior the visitor would need very few rain clothes but would need light clothes for the warm summers and very warm clothes for the cold winters. In the towns resi-

Modern Homes, Fairbanks



dents dress exactly as they do in the towns in the Northern States.

MEDICAL AND PUBLIC HEALTH SERVICE

The Territorial Department of Health is financed largely by funds provided by the United States Public Health Service and the Children's Bureau of the Department of Labor. There is a Territorial Commissioner of Health, who is a full-time official. The functions of the Department include communicable disease control, maternal and child health services, crippled children's services, public health engineering, and public health laboratories. Eight relief stations are maintained in Alaska by the United States Public Health Service. There are general hospitals in all of the larger towns in Alaska, most of them under the supervision of religious organizations. The services are available to the general public, and to physicians, dentists, and nurses in private practice, but there is need for additional trained medical and nursing personnel in the Territory.

For information regarding the private practice of medicine or dentistry, write to the Territorial Department of Health, Juneau, Alaska.

The Bureau of Indian Affairs maintains hospitals in various parts of the Territory for the benefit of Indians, Eskimos and Aleuts, and also employs Public Health nurses who travel from one native village to another teaching sanitation, first aid, maternal and infant care, and arranging for the hospitalization of sick and injured natives.

For information regarding the Indian Services, write to the Area Director, Alaska Native Service, Juneau, Alaska.

EDUCATIONAL FACILITIES

There are two distinct and separate school systems in Alaska.

Public schools in the Territory are under the direction of the Territorial Department of Education, with a Commissioner of Education at Juneau as its executive officer.

There are 24 incorporated city or district school systems in the Territory: Anchorage, Cordova, Craig, Douglas, Fairbanks, Haines, Hoonah, Ju-

neau, Kake, Ketchikan, Klawock, Kodiak, Nenana, Nome, Palmer, Pelican, Petersburg, Seldovia, Seward, Sitka, Skagway, Valdez, Wrangell, and Yakutat. Teachers for these schools are employed by the local school boards and inquiries should be sent to the Superintendent of Schools or the Clerk of the School Board.

The Territorial Legislature, at the 1949 session, increased the salaries of school teachers. The new salary range is from \$3,300 to \$4,700 in southeastern Alaska; \$2,540 to \$4,940 in south central and southwestern Alaska; and \$3,700 to \$5,100 in central and northern portions of Alaska.

Schools for Alaska Indians, Aleuts, and Eskimos are under the direction of the United States Bureau of Indian Affairs.

Information regarding Indian schools may be obtained from the Area Director, Alaska Native Service, Juneau, Alaska.

The Territory also maintains the University of Alaska, a land-grant institution which is situated at College, near Fairbanks. It is the only institution of higher learning in the Territory. The university, in cooperation with the Department of Agriculture, operates experiment stations at Fairbanks, Matanuska, and Petersburg. Tuition, for residents of Alaska, is free. Students from the States are entitled to admission to the university, but are required to pay a reasonable tuition. The educational provisions of the G. I. Bill of Rights apply equally to the University of Alaska as they do to other institutions of higher learning in the States.

Information regarding the university may be obtained by writing to the University of Alaska, College, Alaska.

TRANSPORTATION TO ALASKA

Under normal conditions regular steamship service is maintained throughout the year between Seattle, Wash., and the principal ports of Alaska as far north as Seward, where connections are made with The Alaska Railroad for Fairbanks and points en route. Seasonal service is normally maintained into the Bering Sea and Arctic Ocean.

The steamships leave Seattle several times each

week and carry both passengers and freight. Direct air service is established between Seattle, Ketchikan, Juneau, Anchorage, Fairbanks, and Nome, with connections to nearly every settled community in the Territory.

For a citizen of the United States, no permit or passport is necessary to travel to Alaska or any of the territories of the United States; nor is any passport or visa necessary when traveling through Canada to Alaska. Travelers, however, should possess some kind of personal identification.

Alaska being an integral part of the United States, the same steps are necessary to permit aliens to enter Alaska as to any other part of the United States.

For information regarding steamship or airplane fares, freight rates, and special settlers' rates, write to the Alaska Steamship Co., Coastwise Steamship Co., The Canadian Pacific Railway Company, The Canadian National Steamship Co., Pan American Airways, Northwest Airlines, Pacific Northern Airlines, or The Alaska Airlines, all with offices in Seattle.

THE ALASKA HIGHWAY

There is only one highway connecting Alaska with the Canadian road system, and thence with the road system of the United States; its official designation is The Alaska Highway (the name Alcan was never officially approved). The Alaska Highway begins at Dawson Creek, British Columbia, and extends to Big Delta, in Alaska, where it joins the Richardson Highway and continues on to Fairbanks. The total distance from Dawson Creek to Fairbanks is 1,523 miles.

The Canadian section of the highway was turned over officially to Canada in a ceremony at Whitehorse on April 3, 1946.

The highway traverses an almost entirely unsettled region, formerly inaccessible except by dog team, plane, or by river routes in summer.

To reach the Alaska Highway from the United States requires traveling a distance of approximately 350 miles from the border over satisfactory roads to Edmonton, Alberta, and an additional 476 miles over a fair gravel road from there to Dawson Creek. Only about 200 miles of the highway are in Alaska.

The Alaska Highway is a 26-foot gravel-surfaced road with moderate grades and curves. The northern portion is particularly scenic with lakes, mountains, forests, and streams, which abound with wildlife. Twilight falls late in midsummer, and at that time of the year there is no period of real darkness along the highway.

From mid-June to mid-September the temperature, on the route of the highway, ranges from 35° to 75°. Therefore, the preferred season for traveling over the highway will be during those months. While, with the proper clothing, supplies and equipment, one could travel over the highway in winter, there would be many hazards in subzero weather. The trip, under normal conditions, would require approximately 6 to 8 days for the 2,350 miles from the United States border to Fairbanks. The automobile should be in excellent condition, with sufficient repair tools, extra tires, and fuel and oil supplies to take care of emergency breakdowns along lengthy uninhabited sections.

Permits to travel on the Alaska Highway are no longer required, but arrangements for accommodations should be made in advance.

Although the Alaska Highway is kept open to traffic throughout the year, the condition of the approach road between Edmonton, Alberta, and Dawson Creek, British Columbia, is such that it is not advisable to travel during the spring thaw when the road bed is soft. Information concerning the condition of approach roads in Alberta, and capacities of bridges, may be obtained upon application to the Director, Provincial Publicity and Travel Bureau, Edmonton, Alberta.

Accommodations and roadside facilities along the highway are available at various points. Travelers cannot expect assistance in matters of food and shelter or of automotive repairs from Northwest Highway System maintenance camps.

The Canadian Government has prepared public camp grounds for use by travelers without charge, at several locations along the Alaska Highway in Yukon Territory. These camp grounds are intended for the convenience of travelers equipped for camping, who carry their own food and supplies. In addition to an area for the erection of

tents, etc., the camp grounds provide cooking and dining shelters containing stoves and tables. The location of these camp grounds may be secured by writing to the agencies listed herein.

To facilitate maintenance operations on the highway, and for the benefit of travelers without automobiles, buses are operated on the Alaska Highway between Dawson Creek and Whitehorse by the British Yukon Navigation Co., and between Whitehorse and Fairbanks by British Yukon Navigation Co. and Alaska Coachways. Persons traveling by bus over the route are accommodated overnight at lodges operated by the bus companies. Information concerning bus schedules and fares may be obtained from the British Yukon Navigation Co. at Whitehorse, Yukon Territory, and from Alaska Coachways, Fairbanks, Alaska.

Normally, public or crown lands in Yukon Territory are disposed of by sale or by lease. At the present time, however, on account of lack of surveys, only "Permission to Occupy" is being given in the case of lands situated along the Alaska Highway on which buildings are to be erected immediately or the land otherwise used for the provision of tourist facilities. Applications for land privileges should be made to the Controller of Yukon Territory at Dawson or to the agent of Dominion lands at Whitehorse, Yukon Territory, from whom application forms and additional information may be obtained.

Disposal of public lands along the Alaska Highway in the Province of British Columbia is under provincial jurisdiction. Further information may be obtained from Mr. J. T. Stuble, British Columbia Government representative at Pouce Coupe, British Columbia, or from the Department of Lands and Forests, Victoria, British Columbia.

Persons desiring to operate tourist camps, gasoline stations, or other concessions along the Alaska Highway in Canada, are reminded that the tourist business, particularly in this area, is a seasonal occupation. It is therefore apparent that any venture of this nature should be augmented by some other enterprise to be sustaining throughout the year. For further information concerning business opportunities or licences in Yukon Territory, application should be made to the Controller, Yukon Territory, at Dawson, or the territorial agent, Whitehorse, Yukon Territory.

Similar information concerning business opportunities on sites situated within the Province of British Columbia should be obtained from the Department of Trade and Industry, Victoria, British Columbia.

Persons wishing to operate bus or trucking services over the Alaska Highway will be required to comply with provincial and territorial regulations. For further information, application should be made to the Department of Trade and Industry, Victoria, British Columbia, for that part of the highway situated in British Columbia, and to the Controller, Yukon Terri-

tory, Dawson, Yukon Territory, or to the territorial agent at Whitehorse, Yukon Territory, for the section of the highway in Yukon Territory.

It is possible to ship goods by truck from the United States across Canada in bond to Dawson Creek, British Columbia, which is the southern terminus of the Alaska Highway, and thence over the Highway to Anchorage or Fairbanks, Alaska. Kingsgate, B. C., and Coutts, Alberta, have been designated as ports of entry. Information regarding the bonding requirements may be obtained by writing to the Department of Customs and Excise, Ottawa, Canada.

Citizens of the United States or other countries desiring to settle on lands along the Alaska Highway or elsewhere in Canada should apply to the Director of Immigration, Department of Mines and Resources, Ottawa, Canada, for information concerning immigration requirements.

The admission of rifles and shotguns into Canada is permitted. These must, however, be registered immediately with the provincial police authorities. Fifty rounds of ammunition may be brought into Canada free of duty or deposit. The entrance of semiautomatic or automatic weapons (pistols and revolvers) is prohibited. Ordinary single shot revolvers are admitted to Canada only under permit upon application to the Department of National Revenue, Customs Division, Ottawa, Canada.

Before dogs or other pets are admitted into Canada they must be accompanied by a certificate, signed by a veterinary inspector of the United States Bureau of Animal Industry or by a licensed veterinarian of the State of origin, certifying that the animal is free of any contagious disease; also in the case of a dog, that it has not been exposed to rabies within a period of 6 months of the date of shipment, or has been vaccinated against rabies within the same period.

Personal belongings, settlers' effects, sporting and camping equipment, radios, musical instruments, still and movie cameras with a reasonable amount of film (but not exceeding 6 rolls), typewriters for personal use, 50 cigars, 200 cigarettes, 2 pounds of manufactured tobacco, small amounts of consumable goods such as 1 or 2 days' food supply, gasoline and oil sufficient for 300 miles of travel, may be brought into Canada free of duty or deposit. There is no limit to the amount of

cash one may have in his possession for personal use. Larger quantities of goods or materials must be transported "in bond"—that is, under seal from the United States-Canada border to the Canada-Alaska border.

Requests for general information concerning all matters relating to Yukon Territory should be addressed to the Controller of Yukon Territory, at Dawson, Yukon Territory.

Information concerning the section of British Columbia traversed by the Alaska Highway may be obtained from the Department of Trade and Industry, Victoria, British Columbia.

Information concerning travel on the Alaska Highway within Alaska may be obtained from the Alaska Road Commission, United States Department of the Interior, Juneau, Alaska.

THE ALASKA ROAD SYSTEM

The principal roads within Alaska are the Richardson Highway between Valdez and Fairbanks, the Glenn Highway between Anchorage and a point on the Richardson Highway not far from Gulkana, and the Steese Highway between Fairbanks and Circle, and the Sterling Highway, and connecting Forest highways on Kenai Peninsula. These highways and their branches, together with the portion of the Alaska Highway in Alaska, form an interconnected central highway system totaling approximately 2,200 miles. A potentially important branch of the Alaska Highway leads from a point about 100 miles west of Whitehorse, Yukon Territory, to Haines, near the head of the inside water passage in southeastern Alaska. Automobiles and freight can be transported by ship from Seattle to Haines and over the road connecting with the Alaska Highway, and thence to Fairbanks during the summer season. This highway connects southeastern Alaska with central and western Alaska, and affords a combined ocean and land route between Seattle and interior Alaskan points.

Much of the transportation within Alaska is by airplane and by water. Most communities are as yet not connected by roads, although there is a total of approximately 3,500 miles of road in the Territory.



Alaska Railroad

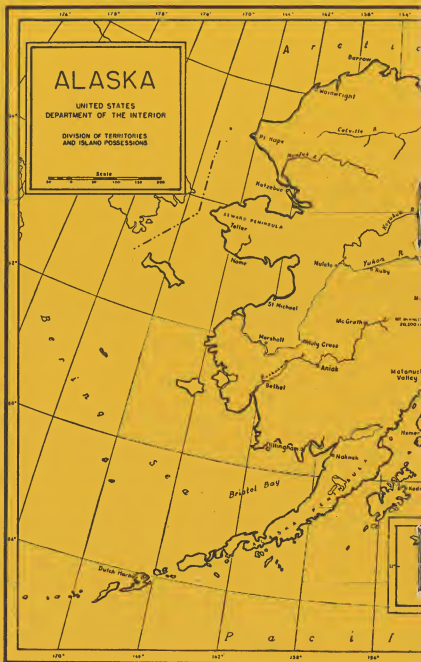
THE ALASKA RAILROAD

The Alaska Railroad, which runs from Seward and Whittier, ports on the Kenai Peninsula and Prince William Sound, through Anchorage to Fairbanks, 470.3 miles from Seward, was built and is operated by the United States Government. Branches serve the farming and coal mining regions of the Matanuska Valley and the coal mines on the Healy River. It maintains regular passenger and freight service throughout the year. The total mileage operated at the end of 1950 was 535.9.

From Nenana, 412 miles north of Seward, river boats are operated by the railroad on the Tanana and Yukon Rivers during the summer months, carrying freight and passengers as far as Marshall, 858 miles downstream, and upstream to Circle, 600 miles from Nenana. At Anchorage and Fairbanks the railroad connects with the central highway system. Through rates are in effect for the transportation of freight from Seattle to points on the railroad and the river routes.

GENERAL AGRICULTURE

Almost all kinds of hardy vegetables and berries, and some grains, can be raised in Alaska. Potatoes



are a standard crop and grow well. Only a few crops, such as tomatoes, corn, and tree fruits, will not mature. Dairying is one of the principal farm activities in the Matanuska Valley, and other successful dairies are in operation in the Fairbanks area and adjoining most of the larger towns.

Although the Alaskan farm land under cultivation has been increasing, Alaskan agriculture has been unable to keep pace with the demand for farm

peas take the place of corn for silage and are used for hay in feeding livestock instead of alfalfa.

Poultry farming has not been extensively undertaken in Alaska, because of the high costs of importing feed. However, most farmers maintain small flocks, and where feed is grown locally, poultry farming can be successfully undertaken on a commercial basis.

Up to this time, the only efforts to establish sheep ranching on a comparatively large scale have been made on one or two of the Aleutian Islands. These islands have a mild climate and abundant wild grasses for forage. The chief problems are isolation, distance from markets, and lack of transportation. Substantial amounts of capital would be required for such operations. The Kodiak-Afognak Island group probably offers the best opportunities for cattle raising at this time. With the improvement of transportation facilities, other areas in the Territory, now inaccessible, may be found suitable for this purpose. It has been estimated that there are 35,000 square miles of grazing land in Alaska.

STOCK RAISING

Experiment stations have given much attention to the study of farm stock as a source of meat and dairy products to determine the types best suited to the climatic conditions and natural grazing.

It has been ascertained that stock can be raised satisfactorily in several areas. Cows for dairy purposes are kept near most of the towns, at many of the road houses and on some of the ranches. The winter temperatures in the Matanuska Valley, and in Kodiak and the Aleutian Islands are less severe than on the high ranges of the Western States. Open grazing can be depended upon in some sections, but the silo is an essential feature in the equipment of Alaskan livestock farmers.

Fine qualities of cattle, sheep, hogs, and chickens are being raised in the Territory, though not in large numbers at present. Owing to the large quantities of native grass and grain hay, root crops,



Cattle in Matanuska Valley

and other forms of forage that can be produced, no doubt remains, however, as to the possibilities of raising stock on a paying scale. The livestock industry has hardly progressed beyond the demands for dairy products, dairying being confined largely to producing milk for local consumption in the principal communities.

For additional information on agriculture and stock raising in Alaska, write to the Director of Extension Service, College, Alaska; The Director, Territorial Department of Agriculture, Fairbanks, Alaska; the Alaska Rural Rehabilitation Corporation, Palmer, Alaska; or the United States Department of Agriculture, Washington, D. C.

MATANUSKA AGRICULTURAL SETTLEMENT

The only Government sponsored agricultural settlement project in Alaska was established in 1935 for the resettlement of 200 families from Michigan, Minnesota and Wisconsin, in the Matanuska Valley about 50 miles from Anchorage. It was organized and operated by the Alaska Rural Rehabilitation Corporation, a nonprofit corporation. The settlement is now a self-sustaining agricultural community and the Corporation now functions as a specialized financial agency holding a mortgage interest in many of the farms, furnish-

ing limited financing for production purposes and certifying for the purchase of Government lands in the general area set aside for the agricultural settlement. The affairs of the Corporation are conducted by a general manager, under the general supervision of a board of directors, with headquarters at Palmer, Alaska.

Chief types of farming in the Matanuska Valley at the present time are dairying, general farming, truck farming, hog raising, and poultry. Matanuska Valley farmers have found that the demand for milk and other dairy products exceeds the supply.

The Matanuska Valley has a more agreeable climate than some of the north central and northern plains States. Summer temperatures are never oppressive, the mean temperature being 52.8° , and the thermometer rarely registers 10° below zero or lower during the winter. The winter mean temperature is 2° above zero. Its growing season averages 108 days and from mid-June to July there is practically no darkness, and farmers and growing crops work double and triple shifts. The average annual precipitation in the valley is about 15 inches.

Humidity is usually high, and as a rule, evaporation is low. This increases the effectiveness of summer rainfall. Plowing and sowing of crops usually begins in late April. Grains are planted first and the planting season ends about July 1 with late plantings of oats and peas for hay or silage. Harvesting continues until the hard freezes come in October.

A wide variety of field crops, pasture plants, vegetables, berries, and ornamentals are already grown in the valley and this list will undoubtedly be increased. The cool summers preclude growing corn, squash, cucumbers, and tomatoes out of doors but the last two are profitably grown in greenhouses.

Several varieties of oats are planted for grain, hay and silage and both hullless and hulled varieties of barley are grown. Late hays are planted not later than June 18. The main type of wheat is



*Auke Lake and Mendenhall Glacier near Juneau,
Alaska's capital*

Siberian No. 1 or Chogot. Oats and Canadian field peas are generally grown for hay and silage. A wide variety of perennial grass and a few legumes are suitable for pasture and hay.

Peas for canning do particularly well in the valley and many varieties of potatoes grow well. Numerous vegetables grow luxuriantly, including radishes, leaf and head lettuce, early and late cabbage, cauliflower, parsnips, celery, rutabagas, turnips, carrots, beets, chard, string beans, rhubarb, peas, onions, kohlrabi and spinach. Bush fruits produce large yields.

It is estimated that 85 percent of all vegetables and root crops grown in the valley was marketed through the Matanuska Valley Farmers Cooperating Association.

Occasionally it is possible to purchase a farm of 80 to 160 acres in the valley, including improvements, from the corporation at prices ranging from about \$7,000 to \$10,000, either for cash, or on terms requiring one-fourth down payment, the remainder to be paid within 10 to 15 years at 4 percent annual interest on the unpaid balance. Undeveloped Government land in the valley may also be purchased through the corporation at prices ranging from \$5 per acre. To qualify for the purchase of this land, the prospective purchaser must satisfy the corporation that he is sincere in his desire to farm the land himself, has the experience to enable

him to do so, and desires to make it his permanent home.

For specific information on the Matanuska Valley Settlement, address the General Manager, Alaska Rural Rehabilitation Corporation, Palmer, Alaska.

PUBLIC DOMAIN LANDS

Public domain lands are available for agricultural homestead settlement in many parts of Alaska. The better farm lands are located in the Tanana River Valley near Fairbanks, in the Anchorage-Cook-Inlet area which includes the Matanuska Valley, and on the Kenai Peninsula. A maximum of 160 acres may be secured by complying with the requirements of the homestead laws.

Information on making homestead and other settlement or entry in Alaska is set forth in Bureau of Land Management, Information Bulletin No. 2. Veterans may secure additional information from the same Bureau concerning some of their privileges and responsibilities with respect to settlement on the public domain in Alaska.

No showing of financial resources is required, but a family intending to take up a homestead in the Territory should have sufficient funds to finance itself while putting the land on a productive basis, particularly as much of it must be cleared.

Public Law 434, Seventy-eighth Congress, approved September 27, 1944, extends to veterans certain preference rights with regard to application of the Homestead Act.

On August 1, 1947, announcement was made by the Secretary of the Interior of the restoration to public entry of 2,750,000 acres of land adjacent to the Alaska Highway in Alaska.

Announcement has also been made of the opening of an additional 45,000 acres to public entry in the Matanuska Valley.

FEDERAL AID TO SETTLERS

Persons taking up homesteads or purchasing farm land in Alaska have, at the present time, only three sources of credit. The Alaska Rural Rehabilitation Corporation, with an office at Palmer; the Farmers

Home Administration, with an office at Anchorage, and the local banks. Loans from the FHA for farm ownership and development, as well as production and subsistence loans, carry the same requirements in Alaska as they do in any of the States. Loans from the ARRC are made primarily for production purposes. It is sometimes possible to purchase the equity from a private farmer and assume a balance of the contract with the ARRC. Loans from this organization are made on much the same basis as bank loans except that they are available for longer terms and at a slightly lower interest rate.

Private banks generally do not make loans for agricultural purposes. Exceptions to this are mainly farmers who have been residents for some time and are operating completely developed farms.

Persons desiring to go to Alaska for the purpose of establishing farms or businesses should either possess sufficient capital to carry them until their venture becomes profitable or have a guarantee of employment until they can make arrangements for adequate financing. Neither the Federal nor the Territorial Government pays for the transportation of settlers to Alaska.

For specific information regarding homesteading and other use and occupancy of the public lands, write the Manager, United States District Land Office at Anchorage, Fairbanks, and Nome, Alaska, or the Director, Bureau of Land Management, United States Department of the Interior, Washington 25, D. C.

Homesites in National Forests.—A patent can be obtained to a piece of National Forest land in Alaska through the homesite laws of 1927 and 1934. The limit per tract is 5 acres. Homesites are not made available in sections of the national forests, far from established communities, since experience has shown that these isolated tracts are soon abandoned because of lack of public schools, roads, mail service, and other community facilities, the distance to market, and a dearth of nearby wage-earning jobs. Instead, the Forest Service lays out groups of homesite tracts along the national forest roads leading out of the various communities.

New groups are provided as needed to meet the demand.

The purpose of the Alaska homesite law is to provide small tracts on which settlers can establish permanent homes through their personal efforts and with the least financial outlay.

An interested person should look over the ground and decide how and where he can make a living before asking for a homesite permit. Many homesite residents are wage-earners in the nearby towns and use the bus lines or their own cars in reaching their jobs. Others are fishermen and loggers who are away from home during the working seasons of their industries, but who maintain their families permanently on homesites.

Homesites can be used for business enterprises, such as resorts, fur farms, poultry ranches, stores, garages, filling stations, and similar small-business ventures, providing the settler makes the tract his permanent home.

For definite information on homesite lands write to the Regional Forester, Juneau, Alaska.

Sites Outside of Forests.—In addition to the provisions of the general homestead laws, there are other opportunities for settlement upon the public lands in Alaska outside the boundaries of the national forest reservations. These are:

Trade and Manufacturing Sites.—Any citizen of the United States 21 years of age and over, any association of such citizens, or any corporation organized under the laws of the United States or of any State or Territory in the possession of and occupying public lands in Alaska in good faith for the purpose of trade, manufacturing, or other productive industry, including fur farming, under certain conditions, may purchase one claim not exceeding 80 acres of nonmineral land at \$2.50 per acre.

SALE OF PUBLIC LANDS FOR INDUSTRIAL OR COMMERCIAL PURPOSES

The Alaska Public Sale Act of August 30, 1949, provided for the sale at public auction of tracts, not exceeding 160 acres which have been classified as

suitable for industrial or commercial purposes, including construction of housing, in accordance with regulations of the Bureau of Land Management.

Small Tracts.—Any citizen of the United States 21 years of age and over, whose employer is engaged in trade, manufacturing or other productive industry in Alaska, or who is himself engaged in such business, may purchase one claim, not exceeding 5 acres, of nonmineral land in the territory at \$2.50 per acre, but for not less than a minimum of \$10.

Small site.—Any citizen of the United States 21 years of age and over is eligible to lease or purchase a small tract of not more than 5 acres of public land in Alaska for home, cabin, camp, health, convalescent, recreational, or business purposes. Special preference in the selection of land and in the securing of a lease under this law has been extended by Congress for those who have served in the armed forces.

OTHER SETTLEMENT OPPORTUNITIES

Home sites in the Matanuska Valley: Small acreages for home sites are available for purchase in the Matanuska Valley. These home sites are close to roads and electricity. The purchase price depends upon the location of the land and varies from \$10 to \$50 per acre. The land is purchased from the Federal Government but approval must first be obtained from the ARRC at Palmer. No approval for the purchase of home sites is granted by the Corporation without a personal interview.

Further information on public lands available for settlement in Alaska may be secured by writing to the Director, Bureau of Land Management, United States Department of the Interior, Washington 25, D. C.

BUSINESS AND INDUSTRY

During the short summer period, the principal activities in Alaska are fishing, placer mining, and farming. To these are added seasonal activities generated by the tourist and the sportsman. A large proportion of the Alaskan population consequently is exceedingly busy during the summer,

and relatively unoccupied the rest of the year. The chief activity during the winter months is the trapping of fur animals.

The largest employers of labor in the Territory are the salmon canneries, the gold mines, and the various agencies of the Federal Government. Manufacturing, shipbuilding, and similar industries which employ large numbers of people in the States, are as yet awaiting development in Alaska.

It is anticipated, however, that the civilian population of the Territory will be substantially increased, creating greater incentives for the establishment of industries to convert the many and varied resources of the Territory to useful products, and for the establishment of small service industries in the large communities where demand would be accelerated by population growth.

BUSINESS OPPORTUNITIES

Business and industrial conditions and opportunities are changing constantly. Current information probably can be obtained by writing to the local chamber of commerce in any of the larger Alaskan towns. Anyone who contemplates entering business in Alaska, or establishing an industrial project, however, should look personally into the actual conditions on the ground before definitely committing himself.

Because of the mounting interest in Alaska, there appears to be a sound basis for anticipating an expansion of both industrial and agricultural activity, and the individual with vision and courage should then be able to establish himself successfully in various lines of endeavor. Among the businesses which appear to offer opportunities to prospective merchants are small shops catering to Alaskan residents, tourists, hunters, and vacationists; service industries, specialty shops, dairies, and similar enterprises.

Persons interested in selling to wholesalers, retailers, or the general public throughout Alaska should keep in mind that at present the total population of Alaska, exclusive of the armed forces, is less than 130,000 persons, or less than one-sixth

of the number of people living in Washington, D. C.

Alaska is still a pioneer country with no cities of over 12,000, and most of its retail trade is supplied by wholesaler dealers in principal Pacific coast cities, principally Seattle, Wash. A large proportion of their orders are placed by mail.

Additional information regarding business conditions may be obtained by writing to the Alaska Branch, Seattle Chamber of Commerce, Seattle, Washington, and to the Alaska Development Board, Juneau, Alaska.

FISHING

Fishing is the chief industry in Alaska, the value of the salmon pack alone ranging from 80 to 100 million dollars each year. Over 100 canneries equipped with modern machinery capable of large-scale production employ many thousands of persons, chiefly along the southern and southeastern coasts of the Territory. Canning of salmon is, however, a seasonal industry which furnishes employment only during the summer months. Canned salmon represents about 90 percent of the total salmon products produced in Alaska.

Cod, halibut, herring, clams, crabs, shrimp, and many other species are fished commercially and constitute an important part of Alaska's marine resources.

Most Alaska farms are so situated that it is possible for the occupants to supplement their food supply with an abundance of fish either from the sea or from nearby lakes and streams. Farmers often can or cure fish for winter use. The lakes and streams in many places abound in game fish, and in many respects Alaska is the sport fisherman's paradise. A license fee is required for nonresident fishermen.

For information regarding commercial fishing regulations, write to the Fish and Wildlife Service, Department of the Interior, Washington 25, D. C. For information on regulations governing sport fishing, write to the Alaska Game Commission, Juneau, Alaska.

MINING AND MINERAL RESOURCES

Alaska's varied known mineral resources, which include gold, silver, mercury, antimony, tin, coal,



Sheep in Alaska

copper, iron, lead, and platinum, constitute a large share of its natural wealth. Moreover, there are undoubtedly rich mineral areas still unexplored. Notable evidence of this has been disclosed by extensive searches for war-needed metals and minerals by the Geological Survey and the Bureau of Mines.

Postwar prospecting for minerals will be greatly facilitated by their availability of many new strategic maps, particularly those prepared from aerial photographs by the Geological Survey and the Army Air Forces.

Good results in further mining operations may reasonably be expected, but the hazards for the individual prospector without ample financial backing are considered relatively large, since the most successful mining has become chiefly a job for large-scale, scientifically planned operations carried out by well-financed and well-equipped companies. Of course, there are still many opportunities for intelligent individual prospectors or small operators undertaking the search for minerals which, if located, can be easily and profitably disposed of to large enterprises for exploitation.

The presence of commercial oil fields in several parts of the Territory may be demonstrated by further explorations that are now in progress. The existence of oil seeps and favorable structures in several districts on the southeastern shore of the

Alaska Peninsula and in the area around Katella and Yakatage, southeast of Prince William Sound, have been investigated by the Geological Survey and have been partly tested by private interests. The Navy Department is conducting extensive tests in northern Alaska.

Although at present there are no producing oil fields in Alaska, results of the tests and explorations are sufficiently encouraging to warrant the belief that deposits of oil may occur in some or all of these areas in sufficient quantities to justify their development.

While gold in the past has accounted for most of Alaska's mineral production, prospecting for and mining of strategic metals went forward actively during the war. Gold mining in this period was largely discontinued but it is probable that shortly it will be resumed on a large scale. The greatest gold production has been from large placer or lode claims operated by corporations at such places as Juneau, Fairbanks, and Nome. Placer mining throughout most of central Alaska is a seasonal occupation in which employment ceases during the winter months.

Coal is widely distributed but practically all of the coal mines now being operated in the Territory are located along the line of the Alaska Railroad. At present the larger part of the coal consumed in the Territory comes from local mines, although some tonnage is imported. Efforts are being made to develop these mines still further so as to meet the needs of the Territory through local production.

For further information in regard to mineral resources, write to the Geological Survey, United States Department of the Interior, Washington 25, D. C., to the Bureau of Mines, United States Department of the Interior, Washington 25, D. C., or to the Territorial Department of Mines, Juneau, Alaska. For regulations covering acquisition of mining lands and mineral leases, see Bulletin No. 2 regarding the disposal and leasing of public lands in Alaska, issued by the Bureau of Land Management, United States Department of the Interior, Washington 25, D. C.

HUNTING AND TRAPPING

Hunting, fishing, and trapping in Alaska are subject to regulations issued and enforced by the

Alaska Game Commission, of the Fish and Wildlife Service of the Department of the Interior. These regulations are designed to preserve the many species of game and fish now abundant in Alaska from danger of extinction, and at the same time preserve and protect a valuable asset to the Territory.

A considerable portion of the income of the Indians and Eskimos is derived from the trapping of fur-bearing animals. Fishing and hunting are the principal sources of their food supply.

Nonresidents must secure licenses in order to hunt or fish and must obey the laws and regulations regarding open and closed seasons, take of game, etc. Alaska is notable for big game hunting and sport fishing, which may be enjoyed throughout the Territory. Exports of furs amount to several millions of dollars in value each year.

If further information is desired, inquiries should be addressed to the Fish and Wildlife Service, United States Department of the Interior, Washington 25, D. C., or to the Alaska Game Commission, Juneau, Alaska.

FUR FARMING IN ALASKA

Fur farming has been carried on in the Territory for a sufficiently long period to demonstrate that the raising of such fur animals as minks and blue foxes is profitable. This is especially true in southeastern Alaska and along the coast line where fish, a basic fur animal food, may be procured cheaply.

Certain areas of Alaska are admirably adapted to the production of fur of good quality, and there is plenty of room for expanding this industry. There are many licensed fur farmers in Alaska, the majority of whom are raising minks and blue foxes, although some silver foxes are raised in captivity.

Full information on the possibilities of fur farming in Alaska will be furnished upon request by the Director of the Experimental Fur Station, Petersburg, Alaska. Inquiries regarding the leasing of land for fur farming purposes should be addressed to the Bureau of Land Management, United States Department of the Interior, Washington 25, D. C.

FORESTRY AND TIMBER RESOURCES

Most of the merchantable timber in Alaska has been set aside in national forests under the super-

vision of the United States Forest Service, Department of Agriculture. The Tongass National Forest covers most of southeastern Alaska and contains 16,080,000 acres. The Chugach National Forest embraces most of the land along the shores of Prince William Sound and the eastern half of Kenai Peninsula. It is estimated that the Chugach Forest contains over 6 billion feet, and the Tongass Forest over 78 billion feet of merchantable timber, mostly hemlock and Sitka spruce.

Timber is sold by the Forest Service under regulations which permit limited use by campers, residents, and homesteaders. Timber rights for large scale commercial operations may be acquired on a basis which will maintain sustained yield indefinitely.

No pulp or paper is now manufactured in Alaska, but decreasing pulpwood supplies throughout the world indicate that a substantial development of the newsprint industry is possible in the near future.

Under the provisions of Public Law 385, enacted August 8, 1947, it now is possible for private individuals and industries to establish wood products and pulp and paper industries within the Tongass National Forest in southeastern Alaska.

Particularly in southeastern Alaska potential water power sites are available to furnish electric power for development of the forest products industry. There are extensive stands of birch and other hardwoods near Anchorage and elsewhere in the Territory, and their commercial possibilities have yet to be developed.

For additional information write to the United States Forest Service, United States Department of Agriculture, Washington 25, D. C., to the Regional Forester, Juneau, Alaska, or to the Bureau of Land Management, United States Department of the Interior, Washington 25, D. C., which issues timber leases on lands not contained within the boundaries of the national forests.

ELECTRIC PROJECTS

Applications for lands for electric projects involving the generation of electric energy by water power or the conveyance of such power over primary lines should be filed with the Federal Power Commission, Washington 25, D. C.

PHOTOGRAPHS OF ALASKA

This Department has no pictures available for free distribution. One desiring pictures of any particular locality in Alaska should write to the local chamber of commerce.

EMPLOYMENT OPPORTUNITIES

It is difficult to give definite advice with regard to employment opportunities in the Territory because the situation is constantly changing, and much work is of a seasonal nature. A safe rule to follow, in all cases, is for persons seeking work in any field not to go to Alaska without definite assurance of employment. Actual contacts are advisable but, lacking that, those seeking employment should possess sufficient funds to maintain themselves for at least several months. Wages are generally higher than in the States and vary considerably from one part of Alaska to another, in keeping with the cost of living and labor supply in the different areas.

Inquiries regarding chances for employment, wages, transportation, and other pertinent details, should be addressed to the following agencies, and in writing to them it is suggested that the applicant give complete information regarding his experience and qualifications, and send all correspondence to Alaska by airmail. Veterans also should send their applications to the following agencies:

ALL TYPES OF EMPLOYMENT

ALASKA TERRITORIAL EMPLOYMENT SERVICE:

Goldstein Building, P. O.
Box 471, Juneau, Alaska.

417 D Street, P. O. Box 2240,
Anchorage, Alaska.

601 Fourth Street, P. O. Box
1598, Fairbanks, Alaska.

429 Dock Street, P. O. Box
159, Ketchikan, Alaska.
Wrangell, Alaska.

CIVIL SERVICE POSITIONS:

Alaska Branch, Eleventh
Civil Service District,
Seattle, Wash.

THE ALASKA RAILROAD:

The General Manager, The
Alaska Railroad, Anchor-
age, Alaska.

AVIATION:

Regional Manager, Civil
Aeronautics Administra-
tion, P. O. Box 440, An-
chorage, Alaska.

Territorial Department of
Aviation, Anchorage,
Alaska.

FISHING:

Fish & Wildlife Service,
Department of the Inte-
rior, Washington, D. C.

Alaska Canned Salmon Industry, Dexter Horton Building, Seattle, Wash.

FORESTRY:

The Regional Forester, Juneau, Alaska.

MINING:

Territorial Department of Mines, Juneau, Alaska.

U. S. Bureau of Mines, Regional Office, Juneau, Alaska.

ROAD CONSTRUCTION AND MAINTENANCE:

The Chief Engineer, Alaska Road Commission, Juneau, Alaska.

WAR DEPARTMENT PROJECTS:

Office Secretary of the Army, Overseas Affairs Branch, Civilian Personnel Division, Pentagon Building, Washington 25, D. C.

INVESTMENT OPPORTUNITIES:

The Manager, Alaska Development Board, Juneau, Alaska.

ACCOUNTANCY:

Board of Accountancy, Juneau, Alaska.

CHIROPRACTIC:

Board of Chiropractic Examiners, Juneau, Alaska.

COSMETOLOGY:

Board of Cosmetology, Juneau, Alaska.

DENTISTRY:

Board of Dental Examiners, Juneau, Alaska.

ENGINEERING OR ARCHITECTURE:

Board of Engineers' and Architects' Examiners, Juneau, Alaska.

LAW:

Board of Law Examiners, Juneau, Alaska.

MEDICAL AND PUBLIC HEALTH:

General Superintendent, Alaska Native Service, Juneau, Alaska.

Territorial Department of Health, Juneau, Alaska.

Board of Medical Examiners, Juneau, Alaska.

OPTOMETRY:

Board of Optometry, Juneau, Alaska.

PHARMACY:

Board of Pharmacy, Seward, Alaska.

TEACHING:

University of Alaska, College, Alaska.

Territorial Commissioner of Education, Juneau, Alaska.

General Superintendent, Alaska Native Service, Juneau, Alaska.

WEATHER BUREAU:

Department of Commerce, Washington, D. C.

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